NOTES:
1. The dimensions of the lifting slots are subject to adjustment as necessary to accommodate handling equipment.
2. Maximum barrier taper rate flares for lane closures for legal posted speed are shown in Table No. 2.
3. For additional connection details, see Standard Drawing E 601-TDCB-02.
4. Where site conditions prohibit the use of these flare rates, then flare rates may range from 10:1 to 5:1.

TABLE NO. 2

<table>
<thead>
<tr>
<th>CONSTRUCTION ZONE SPEED</th>
<th>TAPER FLARE RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>55 mph</td>
<td>18 : 1</td>
</tr>
<tr>
<td>60 mph</td>
<td>14 : 1</td>
</tr>
<tr>
<td>45 mph</td>
<td>13 : 1</td>
</tr>
<tr>
<td>40 mph</td>
<td>11 : 1</td>
</tr>
<tr>
<td>&lt; 25 mph</td>
<td>10 : 1</td>
</tr>
</tbody>
</table>
Notes:

1. Section A-A shows reinforcement with welded wire fabric. The WWF must be bent to the shape of the wall.

2. Hex nut may be tack welded to bottom spacer to facilitate installation and removal. Both shall be torqued only to tight condition. Clearance between the spacer and the ends of the barrier shall permit angular deflection at the joints to permit flare rates 1:1 or flatter.

3. Top spacer TS 4" x 2" x 1/8" x 10" long

4. Bottom spacer TS 4" x 2" x 1/8" x 1-4 long

5. Where necessary to meet short radius curving alignment, the shorter top spacer (10") may be substituted for the standard bottom spacer (16").

6. For additional connection details see Standard Drawing E 801-TCC3-01.

7. Where very short radius curving alignment is encountered, spacers may be TS 3" x 2" x 1/8" x the appropriate length as shown above.

8. In lieu of the connection detail shown, the J-J Hook temporary barrier connection of Easi-Set Industries as described in FHWA acceptance letter B-02 of March 25, 1999 may be used.
DOUBLE TAPER END SECTION

END VIEW A-A

TOP VIEW
Unit A or Unit B

END VIEW B-B

DOUBLE TAPER END SECTION ASSEMBLY
(Showing location of inserts and bar hooks)

NOTES:
1. For connection details see Standard Drawing E 801-TCCB-02.
2. For details of barrier anchorage see Standard Drawing E 801-TCCB-04.
3. Extreme ends of the double taper end assembly require a 1 1/4" x 8 bolt x 2'-3 1/2" (4" min. thread, hex head and hex nut) for connecting to adjacent temporary concrete barriers.
4. For details of connection between Units A and B, see Standard Drawing E 801-TCCB-02.

INDIANA DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER
DOUBLE TAPER END SECTION
SEPTEMBER 2002
STANDARD DRAWING NO. E 801-TCCB-03
No. 1027
No. 8043
9-03-02
9-03-02

DRAWN
Richard L. Voshage

CHECKED
Richard C. Stewart

REVISION
12-03-02
The version of the drawing dated September 2002 has been deleted.

For contracts let on or after May 1, 2015 anchored temporary concrete barrier shall meet the appropriate Test Level 2 or 3 NCHRP 350 or MASH crash test standards and have an FHWA Eligibility Letter for Roadside Safety Hardware.

This revision affects pay items for Temporary Traffic Barrier Type 1 Anchored, Type 2 Anchored, and Type 3 Anchored.